

COUNTRY	Approved For Release 2002/07/15 : CIA-RDP80-00810A000900790007-9			25X1A
TOPIC	Laerz Airfield			
25X1X		PLACE OBTAINED		25X1C
25X1C	EVALUATION			
25X1C	DATE OF CONTENT			
	DATE OBTAINED			
	DATE PREPARED 13 March 1953			
REFERENCES				
PAGES 2 ENCLOSURES (NO. & TYPE)				
REMARKS				
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1. The following observations were made at Laerz airfield between 13 January and 13 February 1953:

13 January. No air activity was observed at the field. There was a closed cloud base.

14 January. Flying was practiced in the morning. At 9:30 a.m., an elements of MiG-15s was observed aloft. Air activity was discontinued at about 1 p.m.

18 January. In the afternoon, six alert planes were parked at the taxiway which leads to the western end of the runway.

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28 January. At 9:30 a.m., some MiG-15s and type-29 planes were towed to the take-off point and practiced flying during the morning. A landing T lay south of the runway.

30 January. Sixteen MiG-15s were parked on the short runway. At 8 a.m., eight of the planes taxied under their own power to the west end of the runway and took off. The planes practiced formation flying up to about 12:30 p.m. There was a 2/10 overcast and good visibility.

4 February. Local flying was practiced by six planes during the morning.

7 February. Air activity started at 9:10 a.m. The sky was 3/10 overcast. The planes took off and landed individually.

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9 February. There was air activity between 9:30 a.m. and 1:30 p.m. The sky was 8/10 overcast.

11 February. Flying was practiced between 3 a.m. and 6 p.m. There was good visibility and a 8/10 overcast.

13 February. Between 9 a.m. and 4 p.m., individual planes circled over the field. There was a closed overcast and a low ceiling.

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2. In early February, source observed that during air activity only the Retzow-Mirow road was blocked by Soviet sentries and that one sentry was posted south of Retzow and that two sentries were posted south of the Spratt Hill. The Retzow-Mirow road had been repaired but not widened. The gaps in the fence on the eastern and western sides of the field were being closed.
3. Aircraft observed at the field on 4 February included 6 MiG-15s of the alert flight; 23 MiG-15s, 2 type-29 planes, 7 Yak-11s and Po-2s on the dispersal area near the flight control station and 3 type-29 planes, 20 MiG-15s and 3 Yak-11s on the dispersal area along the canal.

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4. The following air activity was observed at the field between 19 and 29 January:

19 January. Between 8:30 a.m. and 3 p.m., MiG-15s practiced taking off, flying and landing individually. There was clear weather.

20, 21 and 22 January. Individual flights were made by swept-back jet fighters in poor weather.

23 January. Between 9:30 a.m. and 4 p.m., there was intensive air activity, while the weather was clear and the visibility good. Formation flying and the changing of formations was practiced at altitudes from 3,000 to 5,000 meters. It was observed that one plane towed a sleeve target which was attacked by another swept-back jet fighter. The attacking plane flew above and under the target without firing. There was air activity by two single-engine planes which flew individually.

24 and 25 January. There was no air activity in rainy weather.

26 January. Between 9 a.m. and 4 p.m., formation flying was practiced in formations of 3 and 4 planes. The weather was good. Night flying started at about 4:30 p.m. and still continued at midnight.

27 January. There was no air activity in rainy weather.

29 January. Individual flights were made by MiG-15s. Instruction was given on parked MiG-15s. Taxiing was also practiced.¹

5. The field was surrounded by a 2-meter-high board fence along its southern and western borders. A barbed wire fence, about 1.2 meters high, was being erected in the western extension of the runway. Portable barbed wire gates, about 20 meters wide, were observed at the points where the barbed wire fence meets with the board fence. The main entrance gate with the guardhouse was north of the southwestern corner of the field. At that point, the road was blocked and guarded by sentries. North of the road barrier, there was an other entrance to the field through which vehicles with crushed stones and cement slabs passed. The cement slabs were used for the shrapnelproof aircraft revetments.
6. A radar set of the SCR-602 type was located between two wooden sheds north of the Rechlin restricted area. It was not observed that the set was in operation.
7. A 4-wire-telephone line extended from the barracks installation in Rechlin to the airfield. The masts of this line were located between the railroad track and the road. From the last mast the line runs under the rails and road. Another telephone line consisting of 8 wires was recently laid south of the main entrance also extending under the road and railroad track. This line led to Neustrelitz making detours around Laerz or other localities.

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1. ☐ Comment. Laerz airfield is occupied by the headquarters of a fighter division and two fighter regiments. No changes were observed in the occupation strength. Air activity was continued on the previous level.

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2. ☐ Comment. According to available information, the radar station which is located north of the Rechlin restricted area consists of a Dumbo type set, an SCR-602 type set and a set with Yagi type antennas. Radar sets of these types are usually located at the airfields of fighter division headquarters.

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